

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 12-13, 2004

Reference No.: 2.3a.  
Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Mark Leja  
Chief  
Division of Design

Subject: **ROUTE ADOPTION, 3-SUT-99 KP 27.0/33.8 (PM 16.8/21.0)**  
**RESOLUTION HRA 04-01**

## **RECOMMENDATION:**

Submitted for transmittal to the California Transportation Commission (Commission) is Highway Route Adoption Resolution HRA 04-01 and the map of a location for the State Route 99. The Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts an 6.8-kilometer (4.2 mile) location for State Route 99 in the County of Sutter (County) as a controlled access highway.

A Project Report was approved on March 12, 2004. A Final Environmental Impact Report/Finding Of No Significant Impact (EIR/FONSI) has been approved for CEQA/NEPA on November 4, 2003.

Recommended by: \_\_\_\_\_  
MIKE LEONARDO  
Acting Chief Engineer

**Background**

The portion of State Route 99 (SR 99), from Route 70 to Route 20, was added to the State Highway System in 1933. The entire route was brought into the Freeway and Expressway System in 1959. SR 99, within the project limits, is functionally classified as a principal arterial and is a terminal access route for the National Truck System. The route concept for this segment of SR 99, according to the 2002 "Transportation Concept Report," is a 4-lane conventional highway.

SR 99, together with SR 70, is the lifeline for north state industries that consist primarily of agricultural and natural resource based commerce. It is also a primary route for commuters from the Yuba City area to their jobs in Sacramento. These routes are critical for the economy of Northern California to have a well functioning highway system that safely and efficiently provides for the movement of goods and services south to the ports, rail yards and trucking hubs of Sacramento, the mid-valley and the San Francisco area.

In July, 1990 an agreement was made between the counties of Butte, Sutter, and Yuba to follow the recommendations of the "State Routes 70 and 99 Corridor Study." Among other recommendations, the study proposed improving SR 99 to a 4-lane conventional highway or expressway. The Sacramento Area Council of Governments (SACOG) has fully supported this project for inclusion in the Regional Transportation Improvement Program (RTIP), the State Transportation Improvement Program (STIP) and the Metropolitan Transportation Program. This project is in conformance with the Transportation Element of Sutter County's General Plan.

SR 99 within the project limits is a 2-lane conventional highway with 3.66-meter lanes and 2.44-meter shoulders. The highway traverses flat agricultural lands with numerous road connections and private driveways in Segment 4. Within the project limits there are two 90-degree curves, one at the Garden Highway and the other at the SR 113 intersection.

**Proposal**

The proposed project is part of a bigger project along the SR 99 corridor. The overall project would make improvements to SR 99 to increase capacity, improve operations and safety. The portion of SR 99, from Central Avenue to SR 113, is submitted to the Commission for adoption as a Controlled Access Highway. The project will construct a new 4-lane expressway south of the existing alignment to bypass the Town of Tudor. The old alignment will be relinquished to the County of Sutter after the completion of construction. The Project Study Report for the Tudor Bypass, Segment 4, was approved on November 30, 2000. The EIR/FONSI was approved for California Environmental Quality Act / National Environmental Policy Act (CEQA/NEPA) on November 4, 2003, with the Project Report being approved on March 12, 2004.

The Tudor Bypass, Segment 4, was programmed in the 2000 STIP with funding for design, right of way engineering, and right of way acquisition from RTIP, ITIP and TEA-21 programs. Funding for construction and construction support was originally programmed in the 2002 STIP. Based on the 2004 STIP, the project is programmed for \$55,740,650 with construction scheduled for FY 2008/09.

### **Coordination**

- A Fact Sheet for advisory design standards was approved on November 31, 2000.
- This document has been prepared in conformance with the CEQA and NEPA to address potential impacts of the proposed SR 99 adoption.
- The Department of Transportation entered into a Cooperative Agreement with Sutter County on June 19, 2001. This was executed in order to use Sutter County's TEA-21 funds to augment STIP funds. An addendum to this agreement will be required prior to construction of Tudor Bypass, Segment 4, to address the relinquishment of the superceded highway.
- A Maintenance Agreement for new traffic signals at Wilson Road and SR 113 will also be required.
- A new Controlled Access Highway agreement will have to be executed following route adoption approval.

### **Conclusion**

The proposed adoption of the new expressway location for this portion of SR 99 is considered to be in the best interest of the public.

Attachments

Resolution HRA 04-01

Route Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Resolution Adopting A Controlled Access Highway Location**  
**3-Sut-99 KP 27.0/33.8 (PM 16.8/21.0)**

**Resolution HRA 04-01**

**WHEREAS**, the Department of Transportation, with input on the project from the County of Sutter, has completed studies and approved of the public hearing process relative to the adopted State Route 99, in the County of Sutter; and

**WHEREAS**, the Department of Transportation has completed a Final Environmental Impact Report/Finding of No Significant Impact and it has been approved by the Federal Highway Administration; and

**WHEREAS**, the project will have minimal effects on the environment; and

**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission (Commission) that pursuant to the authority vested in it by law, this Commission does hereby select, adopt and determine the location of that segment of State Route 99, from Central Avenue to State Route 113, in the County of Sutter, and officially designated as 3-Sut-99, as said location is shown on the map submitted on May 1, 2004 by Mark Leja, Chief, Division of Design; and

**BE IT FURTHER RESOLVED** that this segment of State Route 99 be adopted as a Controlled Access Highway; and

**BE IT FURTHER RESOLVED** that this Commission has found and determined and hereby declares that the location of said State highway is in the best interest of the State.

I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 99.

Submitted: \_\_\_\_\_

Chief Design Engineer  
Civil Engineer License No. \_\_\_\_\_

COUNTY OF SUTTER



**BEGINNING OF ADOPTION**

Route 99 Adopted November 1, 1955

**END OF ADOPTION**

ROUTE 99

To Sacramento

GLEDHILL RD

WILSON RD

CLAYTON AVE

CENTRAL AVE

Dirt Road

EXISTING

STATE HIGHWAY 99

LYON AVE

O'CONNOR AVE

PECK AVE

ASHFORD AVE

SHANNON RD

STAR BEND RD

GARDEN HIGHWAY

O'BANION ROAD

TO Yuba City

TO WOODLAND

SANTELLE RD

EXISTING STATE HIGHWAY 113

BURCH ROAD

ROUTE 99

LOCATION OF STATE HIGHWAY 99

TO BE RELINQUISHED

Tudor

FOOTED

SCALE

0 500 1000 METER

0 1000 2000 3000 FEET

etric

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

MAP SHOWING

LOCATION OF STATE HIGHWAY

IN SUTTER COUNTY

FROM 70 m NORTH OF CENTRAL AVENUE

TO 870 m NORTH OF STATE ROUTE 113

03-SUTTER 99

A CONTROLLED ACCESS HIGHWAY

IN SUTTER COUNTY RP 27-2/33.1 (PM 16, 9/820.6)

I hereby certify that by resolution of the California Transportation Commission on \_\_\_\_\_ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 99 and declared a Controlled Access Highway.

Attest: \_\_\_\_\_  
Executive Director  
California Transportation Commission